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DESPITE CONFIDENCE about the long-term outlook for business aviation – as evidenced by major new aircraft program announcements by Canadair and Gulfstream -- the consensus among attendees at last week's NBAA convention about near-term prospects for the industry are considerably less bright. A veteran charter executive said the business outlook is "grim...the worst I've seen it in the charter industry" in over 20 years. "Business is terrible" because of a decline in the number of customers chartering aircraft and "every trip is an auction" because of competition from low-cost operators.

A VETERAN FBO EXECUTIVE complained that "business is absolutely...awful" and predicts "I think the economy will crater in 1992." He was one of several individuals at last week's convention who described themselves as Republican Party members, but complained that President Bush has not taken sufficient steps to reverse the worsening economic situation. Many feel the overall economic outlook is unlikely to improve until after the 1992 election, with any improvement in the aviation industry lagging six to nine months behind the general economy.

FAA ADMINISTRATOR James Busey, asked about reports that DOT Secretary Samuel Skinner wants him to shift to DOT to become deputy secretary of that agency *(BA, Sept. 23/121)*, responded "I have a job that I like," adding "I'm not looking for another job." He said, however, that he serves at the pleasure of President Bush "and if he asks me to do something else, I have two options," move to the new job or quit. Asked if he's been able to convince Skinner to let him remain at FAA, Busey responded by rolling his eyes and raising his arms as if to say, "who knows?"

SENIOR OFFICIALS of Embry-Riddle Aeronautical University met with their counterparts from Socata/ Aerospatiale at last week's NBAA convention in Houston to discuss the school's plans for a multi-year modernization of its fleet of 139 aircraft. The French manufacturer and American General Aircraft Corp. of Greenville, Miss., are expected to compete for the contract.

AIRCRAFT ELECTRONICS ASSOCIATION is lobbying Congress to introduce a technical amendment that would exclude avionics installers from liability for the aircraft luxury tax. Language in the 1990 Omnibus Budget Reconciliation Act makes avionics installers responsible for paying the tax if the buyer does not pay it. Aircraft sold for less than $250,000 are not subject to the tax, but typical avionics installations can frequently push the price well over that limit, triggering the 10 percent tax on the amount the total aircraft/avionics package exceeds $250,000.

CANADAIR TARGETS 5,000-PLUS NM RANGE FOR CORPORATE 'GLOBAL EXPRESS' PROJECT

The Canadair Group of Bombardier detailed plans at last week's NBAA Convention to build a new corporate airplane with a range of over 5,000 nautical miles. Bombardier Chairman and CEO Laurent Beaudoin said two market surveys and discussions with potential customers have confirmed an interest in a longer-range aircraft. In "Project Global Express" Canadair is aiming for an aircraft that has a 5,650 nm range with eight passengers at Mach .9. This means the aircraft would be able to travel around the world in two stops, said Challenger Division President Bryan Moss.

(Continued on the following page)

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1991 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-07	AS-332M	Tail rotor failure, post mtnce. flight	-	Singapore	Cru	Test	4	D
01-26	MBB-117B1	Struck mtn. cruise. IMC, night (dark)	N891GM	PA	Cru	Ferry	4	D
02-10	BO-105CBS	Sank following precautionary eng.out ldg.	N5413D	AK	Ldg	Pass	-	D
02-24	BE-212	Pitched over during app.,ditched in ocean	5N-AJY	Nigeria	App	Pass	9	D
03-13	SA-330	Fell into sea during hover TO from oil rig	-	GM	TO	Pass	1	D
04-04	BE-412	Mid air with PA-600, crash in school yard	N78S	PA	Maneu	Pass	2	D
04-05	S-61N	Lost control, pitch up during water ldg.	ZS-HHN	Brazil	Ldg	Tra	-	S
04-25	B-212	Crashed during practice autorotation	SU-CAT	Egypt	Maneu	Tra	2	D
05-12	SA-332	Crash on approach to offshore tanker	VH-WOF	Australia	App	Ferry	-	D
06-17	S-76A	Crash during TO from platform in Gulf	N5418N	GM	TO	O.S.	-	S
06-27	S-64	Inadvertent power up,lift off, roll over	N6959R	WA	TO	Ext.Ld	-	S
07-01	BE-412	Power disconnect, autorotation, hard ldg.	N20703	CO	Cru	Pass	-	S
07-25	BO-105	Hit static wire on low level night patrol	N5EG	NV	Cru	Pass	5	D
08-05	AS-365N	Hit mountain, possible IMC conditions, fog	-	Japan	Cru	Pass	8	D
08-08	BE-412	Tail rotor disconnect T.O., water landing	N177EH	GM	TO	Pass	-	N
08-13	BO-105LS	Collided with terrain during landing	N9737N	HI	Maneu	Pass	1	D
08-26	BE-412	Tail rotor/system malf/failure,crash app.	N3909F	GM	App	Pass	1	D

Information is based on preliminary reports and is subject to change as investigation continues.

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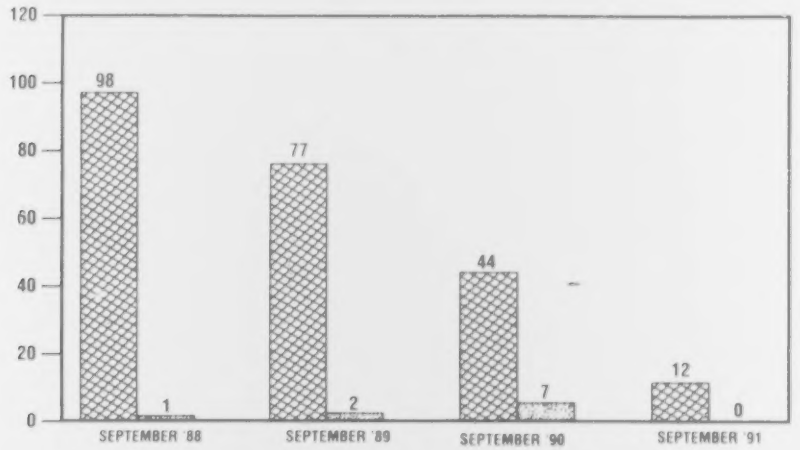
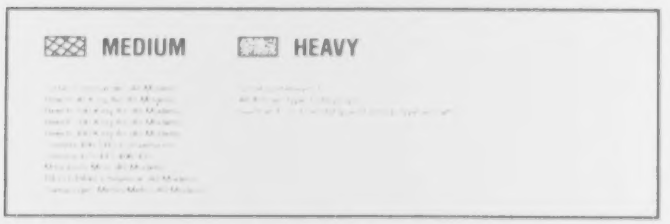
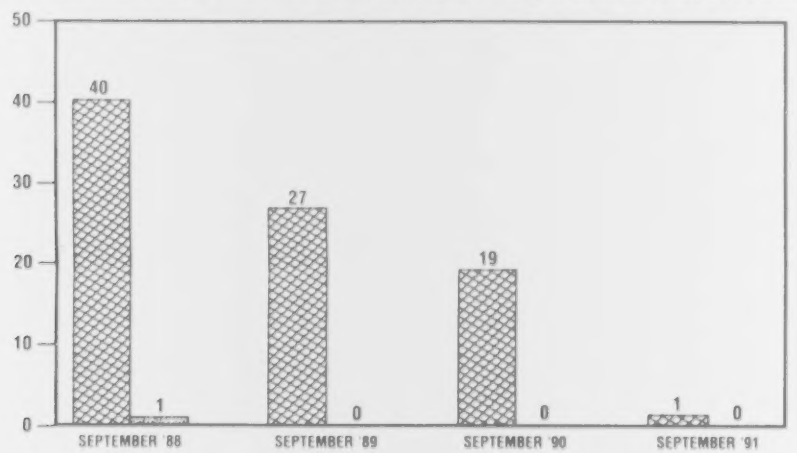
USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR SEPTEMBER OF 1991



USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



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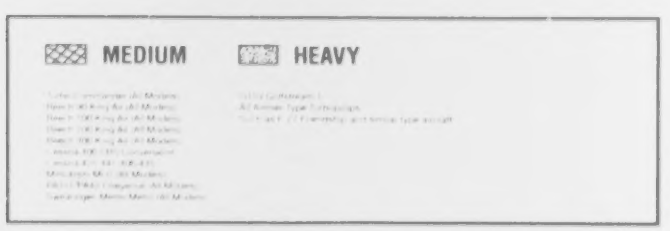

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